

SAILING DIRECTIONS CORRECTIONS

PUB 195 **6 Ed 1999** **LAST NM 11/02**

Page 46—Line 41/L; read:

islands on either side of the river mouth.

The entrance channel leading to the main harbor is authorized for drafts up to 10m and the entrance channel leading to the oil terminal is authorized for drafts up to 9m.

(BA NP 20) 12/02

Page 46—Line 55/L; read:

Vessel Traffic Service (VTS).

Vessels bound for the port should send an ETA to Turku Port Control on VHF channel 12 when passing Kari Light (60°22.7'N., 22°06.0'E.).

(BA NP 286) 12/02

Page 46—Lines 8 to 58/R; read:

Naantali (60°28'N., 28°22'E.)

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4.9 Naantali, a ferry terminal and commercial bulk port, is situated close W of Turku. There are also facilities for shipbuilding and repairs here.

Tides—Currents.—The harbor has virtually no tide, and the current is negligible.

Depths—Limitations.—The main entrance channel is authorized for drafts up to 13m.

The oil terminal (Tupavuori) has three berths. No. 1 Berth is 50m long and has a depth of 7m alongside; No. 2 Berth is 80m long and has a depth of 10m alongside; and No. 3 Berth is 70m long and has a depth of 13m alongside.

Bulk Cargo Quay is 370m long and has a depth of 13m alongside; Timber Quay is 110m long and has a depth of 8m alongside; and Sugar Quay is 32m long and has a depth of 4.5m alongside.

There are three ro-ro ferry berths, up to 165m long, with depths of 6.9m alongside.

The port provides facilities for ro-ro ferry, bulk, general cargo, timber, and tanker vessels. Vessels up to 70,000 dwt, 250m in length, and 13m draft can be accommodated.

A fairway, authorized for drafts up to 7.7m, leads to the shipyard. The drydock, generally used for building, is 255m long and 70m wide, with a depth of 8.2m on the sill.

Pilotage.—Pilotage is compulsory. See paragraph 4.1 for further details. The sea pilot will be able to advise vessels on pilot exchange points. Harbor pilots are stationed in the vicinity of Tupalahti Light (60°27.4'N., 22°03.6'E.).

Regulations.—See paragraph 4.1 for details concerning the Vessel Traffic Service (VTS). In addition, see Regulations under Turku.

Caution.—Several submarine cables and pipelines cross the approach channels at numerous points along the route.

(BA NP 20; Lloyds Ports) 12/02

Page 47—Lines 1 to 6/L; strike out.

(NIMA) 12/02

Page 47—Lines 1 to 6/R; strike out.

(NIMA) 12/02

Page 79—Lines 43 to 45/L; read:

Pilotage.—See paragraph 1.1 and paragraph 4.1 for information concerning pilotage and VTS systems in the vicinity of Isokari, the Ahvenanmaa Islands (Åland Islands), and the Saaristomeri area, including the approaches to Uusikaupunki.

Regulations.—See paragraph 7.7 for information concerning the West Coast Vessel Traffic Service (VTS) system, which operates off the SW coast of Finland between Rauman Majakka Light (61°09'N., 21°10'E.) and Kaijakari (61°37'N., 21°22'E.).

See paragraph 10.1 for information concerning the Bothnia Vessel Traffic Service (VTS) system, which operates off the NW coast of Finland. This system is mandatory and includes the routes leading to Kasko (Kaskinen) and Kristinestad (Kristiinankaupunki).

See paragraph 1.1 for regulations

(NIMA) 12/02

Page 89—Line 13/R; read:

vessels within the waters of Sweden and Finland.

See paragraph 10.1 for information concerning the Bothnia Vessel Traffic Service (VTS) system, which operates off the NW coast of Finland. This system is mandatory and includes the routes leading to Vaasa and the main shipping routes situated in the S part of Norra Kvarken.

(NIMA) 12/02

Page 113—Line 25/L; read:

Regulations.—A Vessel Traffic Service (VTS) system, Bothnia VTS, has been established off the NW coast of Finland. This system, which is mandatory, provides vessels with information to assist safe navigation. The VTS Area is divided into four Sectors, as follows:

1. Sector A—Routes leading to Kasko (Kaskinen) and Kristinestad (Kristiinankaupunki).
2. Sector B—Routes leading to Vaasa and lying in the S part of Norra Kvarken.
3. Sector C—Routes leading to Kokkola and Pietarsaari.
4. Sector D—Routes leading to Kemi, Oulu, Raaha, and Tornio.

The above Sectors extend seaward to the international boundary with Sweden.

All merchant (commercial) and state vessels shall report on VHF channel 67 in accordance with the rules below and keep a continuous listening watch. Pleasure craft, equipped with VHF, are also requested to keep a continuous listening watch on VHF channel 67.

Reports are acknowledged by the VTS Center, which provides information on other vessels, fairway channel and weather conditions, and additional factors affecting safe navigation. The languages used are Finnish, Swedish, and English.

While in Sector B, northbound vessels entering Norra Kvarken, with destinations of Tornio, Rahja, Raahe, Pietarsaari, Oulu, Kokkola, or Kemi, are requested to make an Advance Report when 20 miles S of Nordvalen Light (63°32'N., 20°47'E.). The VTS Center will forward the information in the Advance Report to the Pilotage Service and the Icebreaker Service. This Advance Report does not exempt vessels from making other mandatory reports.

All vessels calling at ports within the VTS Area shall report 1 hour prior to arrival at the pilot boarding position. Vessels exempted from pilotage assistance are also obliged to report.

All vessels shall report on approaching a port.

All vessels intending to anchor shall report on anchoring.

All vessels shall report on leaving a port.

All vessels shall report on leaving an anchorage.

All passenger vessels maintaining a regular scheduled service between Finnish and Swedish ports in Norra Kvarken should report only in cases when their time of arrival or departure differs by 30 minutes or more from the normal timetable. Any change of timetables should be reported to the VTS Center in advance.

All vessels entering or leaving a shipping route (channel) but not calling at an official pilot boarding position and all vessels crossing the shipping route shall report 1 hour before they enter or leave the route.

In addition, all vessels shall report when their ETA is changed by 30 minutes or more, when they are navigating in a deviant manner, or when they observe anything affecting safe navigation.

All reports to the VTS Center, including the Advance Report, shall state the following:

1. Vessel's name, call sign, and type.
2. Location (Latitude and Longitude or Reporting Point).
3. Course and speed.
4. Port of departure and/or destination and ETA(LT).
5. Whether vessel requires pilotage assistance.
6. Draft in the fairway (meters and centimeters).

See paragraph 1.1 for details concerning

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Page 114—Lines 7 to 8/L; read:

sheltered area by VHF. Requests for pilotage should be sent at least 2 hours prior to arrival.

Vessels should send an ETA to the port via Helsinki Radio 24 hours and 6 hours prior to arrival.

Regulations.—The main routes leading to Pietarsaari are situated within Sector C of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

At night, tankers carrying more than 4,000 tons of oil are prohibited from navigating in the channel between the oil berth and the sea.

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Page 114—Lines 19 to 21/R; read:

contacted by VHF and boards in the vicinity of Kokkola Light. Pilots are provided by the Tankar station. Vessels should send an ETA and request for pilotage 6 hours prior to arrival.

Regulations.—The main routes leading to Kokkola are situated within Sector C of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

Inbound tankers carrying more than 4,000 tons of oil

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Page 115—Lines 45 to 48/R; read:

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and board vessels about 1.2 miles WSW of Raahe Light (64°39'N., 24°14'E.). Vessels must send a message requesting pilotage at least 24 hours and 6 hours in advance. Pilots are provided by the station (Bothnia Pilot) at Hailuoto (see paragraph 10.9).

Regulations.—The main routes leading to Raahe are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

(BA NM 2/02; BA NP 286)

12/02

Page 116—Lines 41 to 56/L; read:

Depths—Limitations.—The main channel leading from seaward to the port is authorized for drafts up to 10m (see paragraph 10.9).

The port consists of five harbor areas, which provide facilities for general cargo, ro-ro, bulk, tanker, chemical, and timber-product vessels.

Pateniemi lies 5 miles NNW of the town. A channel, which is authorized for drafts up to 6.3m, leads N to this harbor. There is a berth, 85m long, with a depth of 6.3m alongside. It is reported (2001) that this harbor is no longer open to commercial shipping.

Toppila lies 1.5 miles NW of the town. Toppila Quay, 990m long, is situated on the N side of this harbor and has a depth of 6.1m alongside. Hietasaari Quay, 600m long, is situated on the S side and has a depth of 6.1m alongside. It is reported (2001) that this harbor is used only for the discharge of cement.

An overhead power cable, with a vertical clearance of 50m, spans the entrance to Toppila harbor.

Vihreasaari lies at the SW extremity of the S most islet fronting the town. Oil Quay, 72m long and T-shaped, is situated on the N side of this harbor and has a depth of 10m alongside. Bulk Quay, 150m long, is situated on the S side and has a depth of 10m alongside.

Oritkari lies 1 mile SW of the town on the S bank of the river. Main Quay, situated at the S side, is 270m long and has a depth of 9m alongside. North Quay, situated at the N side, is 170m long and has a depth of 10m alongside. There are also three ro-ro berths with depths of 7 to 10m alongside.

Nuottasaari lies 0.5 mile WSW of the town on the S bank of the river. Nuottasaari Quay, 320m long, has a depth of

6.4m alongside. Two chemical quays, situated close W, have depths of 7.5m and 9.5m alongside.

Vessels up to 50,000 dwt, 200m in length, and 10m draft can be accommodated within the port.

Aspect.—The recommended entrance channels are indicated by lighted ranges and marked by lighted buoys and beacons. Several chimneys and silos standing in the vicinity of the harbor at Oritkari are prominent from seaward.

Pilotage.—Pilotage is compulsory. Vessels should send an ETA 24 hours in advance and a confirmation message 6 hours before arrival. Pilots are provided by the main station (Bothnia Pilot) at Hailuoto and may be contacted on VHF channel 13. Pilots board vessels about 10 miles NW of Marjaniemi Light (for drafts of 8 to 10m) and about 8 miles NW of Marjaniemi Light (for drafts of 8m or less). (See paragraph 10.9).

Regulations.—The main routes leading to Oulu are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

(BA NP 286; BA NM 2/02; Lloyds Ports) 12/02

Page 117—Lines 54 to 57/L; read:

Depths—Limitations.—The principal entrance channel leading from seaward to the harbor at Ajos is authorized for drafts up to 10m (see paragraph 10.12).

The installations at Ajos are protected by a detached breakwater, which lies at the W side of the harbor. Quay No. 1 has two berths on each side and a ro-ro ramp. The NW side provides 185m of quayside with depths of 7.3 to 8.3m alongside. The SE side provides 160m of quayside with a depth of 11.4m alongside.

Quay No. 2 has three berths along the SE side. It provides 290m of quayside with a depth of 9.3m alongside. Quay No. 3 has two berths along the NW side. It provides 185m of quayside with a depth of 5.3m alongside. Quay No. 4 has one berth along the SE side. It provides 90m of quayside with a depth of 5.3m alongside.

The oil jetty, located at the SE side of the harbor, provides a berth, 90m long, with a depth of 11.4m alongside. Tankers up to 244m in length and 10m draft can be accommodated.

The main branch channel leading to Veitsiluoto is authorized for drafts up to 7m.

The harbor at Veitsiluoto is centered around a pier which extends 235m SSW from the island. No. 1 berth, 135m long, extends W from the root of the pier; Nos. 2 and 3 berths, situated along the W side of the pier, provide 209m of quayside; Nos. 4 and 5 berths, situated along the E side of the pier, provide 230m of quayside; and No. 6 berth, 120m long, is situated close E of the pier. A ro-ro ramp is located at the E side of the pier root. Vessels up to 7m draft can be handled alongside within this harbor.

Aspect.—The inner entrance fairways are indicated by lighted ranges and marked by buoys and beacons.

A church with a tower and the townhall situated at Kemi are prominent from seaward. Several conspicuous chimneys stand in the vicinity of the harbor at Veitsiluoto.

Three conspicuous wind generators, 35m high, stand on the S side of Ajos.

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and board about 11 miles SSW of Ajos, in the vicinity of Kemi 2 Light. Vessels should send an ETA 24 hours in advance and a confirmation message 6 hours before arrival. Pilots are provided by the main station (Bothnia Pilot) at Hailuoto because Ajos Pilot Station is not permanently manned (see paragraph 10.9).

Regulations.—The main routes leading to Kemi are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

Anchorage.—Anchorage can be taken in a depth of 16m about 0.9 mile SSW of the oil jetty head, close W of the main entrance channel.

10.13 Tornio (Roytta) (65°50'N., 24°09'E.), which is situated about 1.5 miles above the mouth of the Torniojoki River, can only be reached by small craft. Roytta, the commercial harbor for this industrial town, lies about 5 miles S and is situated close to the boundary between Sweden and Finland, on the SW side of the island of Sellei.

The boundary between Finnish and Swedish waters in this vicinity extends S, close to the meridian of 24°10'E.

Ice.—From the middle of January to the beginning of May the harbor is generally frozen over.

Depths—Limitations.—The main entrance channel leading to Roytta is authorized for drafts up to 8m. It initially follows the main route leading from seaward to Kemi to a position about 6 miles NNE of Kemi 2 Light. The channel then leads in a general NW direction for about 11 miles to the harbor.

There are three main berths, the largest being 185m long with a depth of 8m alongside. Vessels up to 160m in length and 8m draft can be handled. There are facilities for timber, general cargo, bulk, and LPG vessels.

Aspect.—The main entrance fairway is indicated by lighted ranges and marked by buoys. A conspicuous chimney stands in the vicinity of the harbor.

Pilotage.—Pilotage is compulsory. Pilots are provided by the main station (Bothnia Pilot) at Hailuoto (see paragraph 10.9).

Regulations.—The main routes leading to Tornio are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

Anchorage.—Anchorage can be obtained, by vessels with local knowledge, in a depth of 8m, close E of the fairway, about 1.2 miles SSE of the front range light.

(BA NP 20; BA NM 2/02; Lloyds Ports) 12/02